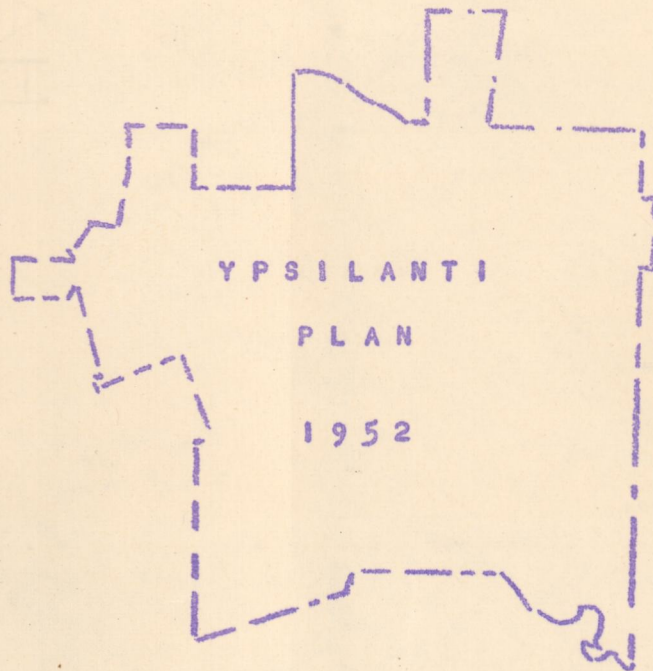


MASTER PLAN OF YPSILANTI
YPSILANTI PLAN

1952

FREDRICK R STORRER

CONSULTANT



CITY PLANNING COMMISSION

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FREDRICK R. STORRER
CONSULTANT.

THE CITY PLANNING COMMISSION
YPSILANTI, MICHIGAN.

LADIES AND GENTLEMEN:

THERE IS PRESENTED HERewith A PLAN FOR THE
CITY OF YPSILANTI FOR YOUR CONSIDERATION. RECOMMENDATIONS MADE
HEREIN ARE CONSIDERED THE MINIMUM NECESSARY AND WITHIN REASON-
ABLE LIMITS FOR ACCOMPLISHMENT.

A PLAN DOES NOT NECESSARILY REMAIN STATION-
ARY. ITS EFFECTUATION SHOULD BE KEPT SOMEWHAT FLUID AND ANY
CHANGES MUST BE IN RELATIONSHIP TO THE ENTIRE. THE ZONING
ORDINANCE PREVIOUSLY PREPARED AND ADOPTED BY THE COMMISSION IS
AN INTEGRAL PART OF THIS PLAN. IT IS THE PATTERN FOR LAND
USE.

ADOPTION OF THE ENTIRE OR ANY PART OF THE
PLAN IS POSSIBLE UNDER THE PROVISIONS OF ACT 285 OF THE PUBLIC
ACTS OF MICHIGAN FOR 1931 AS AMENDED. IF THE PLAN IS ACCEPTABLE
IN ITS ENTIRETY, SUCH PROCEDURES CONTAINED THEREIN SHOULD BE
FOLLOWED.

RESPECTFULLY SUBMITTED

Fredrick R. Storrer
FREDRICK R. STORRER.

FRS:8

THE MANNER IN WHICH LAND IS USED DETERMINES THE SERVICES TO BE PLANNED AND ANTICIPATED. EVEN THOUGH OVER 90% OF THE LAND WITHIN THE CITY IS OCCUPIED, EXPANDED SERVICES ARE REQUIRED. CITIES DO NOT REMAIN STATIONARY. ONE TYPE OF LAND USE COMPETES WITH ANOTHER UPSETTING THE BALANCE WHICH MIGHT HAVE BEEN CONSIDERED STABLE.

CONTINUED EMPLOYMENT INCREASES THE STANDARD OF LIVING AND MORE PRODUCTS MUST BE MANUFACTURED TO SATISFY THAT BETTER LIVING STANDARD. MORE BUSINESS SERVICES ARE NECESSARY TO COMPETE FOR THE ADDITIONAL MONEY IN CIRCULATION. MOST CITIES ARE BUILT UPON INDUSTRIAL PRODUCTION.

THE CITY OF YPSILANTI CHANGED IN CHARACTER IN THE PAST DECADE FROM AN EDUCATIONAL CITY TO A CENTER OF AN INDUSTRIAL AREA ALTHOUGH MOST OF THIS CHANGE WAS BROUGHT ABOUT BY EVENTS TAKING PLACE OUTSIDE OF THE LIMITS OF THE CITY. THE CITY, BEING ALREADY ESTABLISHED, IT WAS THE NATURAL CONSEQUENCE THAT IT WOULD BE CALLED UPON TO SUPPLY THE SERVICES OF AN EXPANDED ECONOMY. IT WAS THE CENTER OF THE AREA AND ALREADY PROVIDED SHOPPING FACILITIES, EDUCATION AND AMUSEMENT FACILITIES. TWO YEARS AGO THERE WERE 1250 VACANT LOTS IN THE CITY. TODAY LESS THAN 500 OF THESE ARE VACANT.

THE BUILDING OF HOMES ON THOSE 750 LOTS CREATED A NEED FOR ADDITIONAL SCHOOL ROOMS AND MORE MUNICIPAL SERVICES IN THE AREAS THOSE HOMES WERE BUILT. IT ALSO CREATED CUSTOMERS FOR BUSINESS AND MORE TRAFFIC USING THE SAME STREETS CAUSED CONGESTED CONDITIONS. SHOPPING HABITS HAVE CHANGED WHICH HAVE MADE IT DIFFICULT FOR SMALL OUTLYING BUSINESS CENTERS TO COMPETE WITH THE LARGER ESTABLISHED CENTER WHERE ONE TRIP SATISFIES MANY SHOPPING NEEDS.

THIS ALL REQUIRES A RE-EVALUATION OF HOW WELL THE PRESENT LAND ZONING WAS ADAPTED TO THE CHANGES. THE USE OF THE PRIVATE AUTOMOBILE HAS INCREASED IN OUR DAILY LIFE TO SUCH AN EXTENT THAT STREETS FORMERLY ADEQUATE, NOW NEED ALTERNATE ROUTES TO TAKE PART OF THE INCREASED TRAFFIC TO AND FROM WORK AND SHOPPING TRIPS. YPSILANTI IS DENSELY POPULATED IN SOME AREAS; THAT AREA BETWEEN CROSS STREET, HURON STREET, MICHIGAN AVE., AND SUMMIT STREET HAS A POPULATION DENSITY OF OVER 22,000 PERSONS PER SQUARE MILE, A DENSITY FAR IN EXCESS OF NECESSITY. LOTS HAVE BEEN USED TOO EXTENSIVELY AND TWO OR MORE DWELLINGS HAVE BEEN BUILT ON LOTS INTENDED FOR ONE. BUSINESS WHOSE EXPANSION WAS CURTAILED FROM 1940 TO 1946 REQUIRES SPACE TO EXPAND. PARKING SPACE IS ENTIRELY INADEQUATE FOR THE AMOUNT OF USE WE GIVE AUTOMOBILES TODAY.

SINCE LAND USE IS BASIC TO PLANNING, AND ZONING ESTABLISHES THE LAND USE PATTERN, A COMPLETE REVIEW OF THE ZONING ORDINANCE ORIGINALLY ADOPTED IN 1925 WAS MADE. THIS RESULTED IN THE PREPARATION OF A COMPLETELY NEW ORDINANCE BEING DRAFTED AND ALTHOUGH THE BASIS

DIVISION BETWEEN THE THREE PRINCIPAL USES OF LAND WAS NOT GREATLY CHANGED, THE PROVISIONS BY WHICH THESE DIFFERENT TYPES COULD USE THE LAND HAVE BEEN. THE REQUIREMENT TO PROVIDE OFF-STREET PARKING BY THOSE USING THE LAND HAS BEEN ADDED, HOWEVER THE CENTRAL BUSINESS ZONE WAS EXCLUDED FROM THE PROVISION. MUNICIPAL AUTHORITY HAD ALREADY ACCEPTED THIS OBLIGATION IN THE CENTRAL AREA AND SINCE THE ORDINANCE IS NOT RETROACTIVE, SUCH A PROVISION IS PRACTICAL TO APPLY ONLY IN DISTRICTS OF NEW CONSTRUCTION RATHER THAN IN AREAS ALREADY OCCUPIED.

THE CENTRAL BUSINESS AREA CONSISTING OF LAND FRONTING ON MICHIGAN AVENUE FROM BALLARD TO GROVE STREET AND THE B 2 C CLASSIFICATION ON HURON, ADAMS, WASHINGTON, PEARL AND FERRIS STREETS REPRESENTS A AREA OF 39 1/2 ACRES. APPROXIMATELY 21/2 ACRES OF THIS ARE COVERED BY BUSINESS BUILDINGS. IN THIS AREA THERE ARE APPROXIMATELY 1400 CAR PARKING SPACES, ABOUT 800 OF WHICH ARE OFF-STREET SPACES. SINCE NO ADDITIONAL SPACES CAN BE PROVIDED ON THE STREETS THE ADDITIONAL SPACES NEEDED MUST BE PROVIDED IN OFF-STREET SPACES. IF THE RATIO OF PARKING SPACES TO BUSINESS FLOOR SPACE IS USED WHERE PARKING SPACES ARE PLANNED IN ADVANCE, A MINIMUM OF 3000 SPACES WOULD BE NEEDED FOR PEAK HOURS LEAVING 1600 OFF STREET SPACES NEEDED. THIS REPRESENTS AN AREA OF NINE ACRES OF ONE LEVEL PARKING SPACE WHICH IS ONLY SLIGHTLY LESS THAN THE REMAINING AREA IN THE DISTRICT. IN SUCH A DISTRICT HOWEVER, PEAK DEMAND FOR PARKING FOR THE DIFFERENT USES IN THE DISTRICT OCCURS AT DIFFERENT HOURS AND THEREFORE A TOTAL LESS THAN THIS NUMBER WILL ACTUALLY BE REQUIRED.

BECAUSE STREETS ARE BEING USED AS LOADING AND UNLOADING ZONES FOR GOODS AND MERCHANDISE, REQUIREMENTS FOR THIS TO BE PROVIDED ON PRIVATE PROPERTY AND OFF THE STREET OR ALLEY ARE REQUIRED IN THE NEW ORDINANCE.

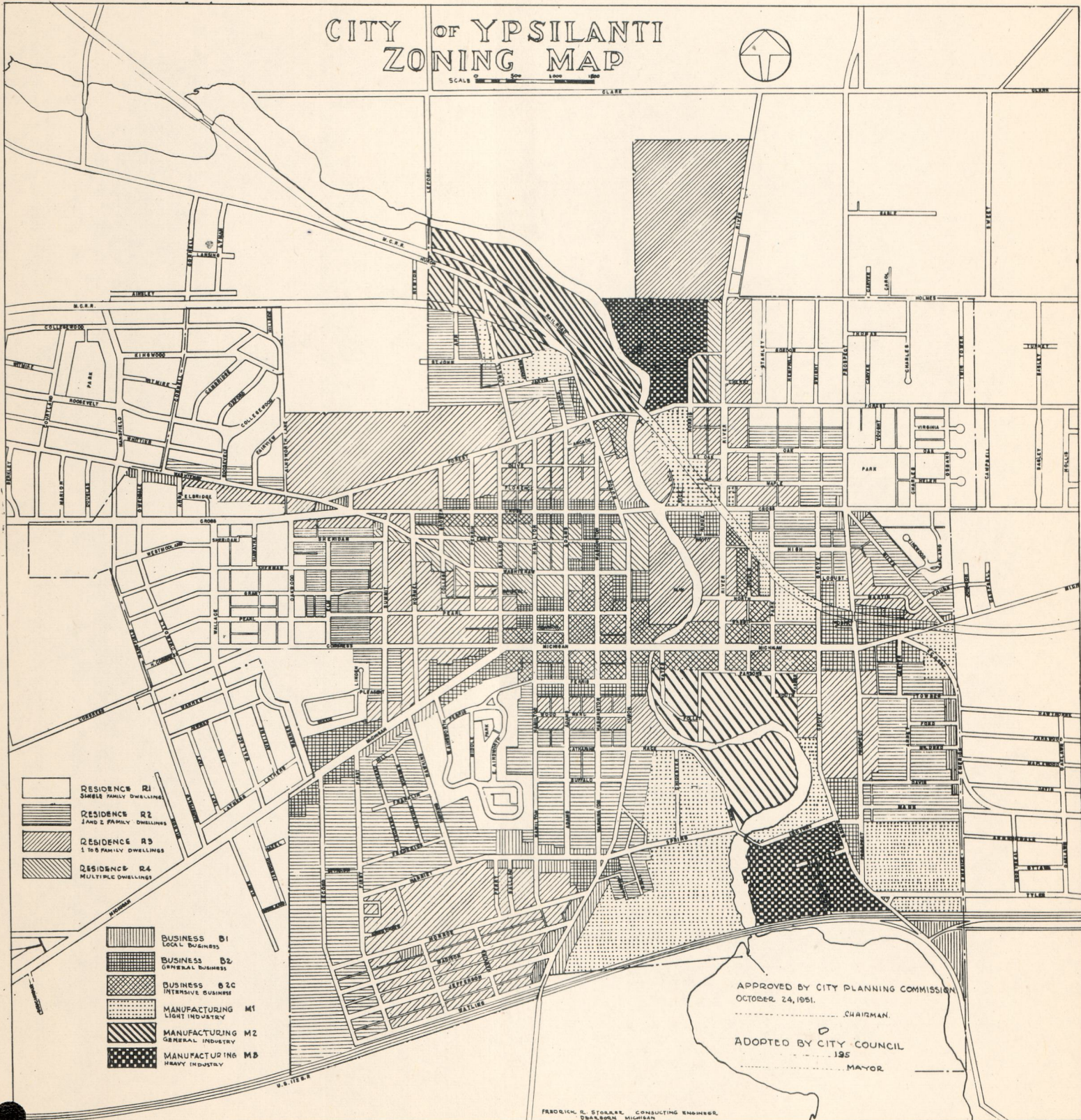
IN THE PAST, NO AREAS HAD BEEN ZONED FOR SINGLE FAMILY DWELLINGS WHICH HAVE BECOME THE MOST DESIRED TYPE OF DWELLING WITH INCREASED LIVING STANDARDS. INSTEAD, SINGLE FAMILY TYPE DWELLINGS SHARED THE SAME AREA WITH TWO FAMILY DWELLINGS IN THE OLD ORDINANCE. A NEW ZONE HAS BEEN ESTABLISHED FOR SINGLE FAMILY DWELLINGS ONLY, EXCEPT THAT CHURCHES AND SCHOOLS ARE ALLOWED SINCE THESE ARE NOT RESTRICTED FROM ANY RESIDENTIAL ZONE. THREE OTHER RESIDENTIAL ZONES ARE PROVIDED, THE R 2 IN WHICH SINGLES AND TWO FAMILY DWELLINGS ARE PERMITTED, THE R 3 PERMITTING UP TO 8 FAMILY DWELLINGS AND THE R 4 PERMITTING MULTIPLE DWELLINGS.

THERE ARE THREE BUSINESS ZONES, THE B 1 FOR LOCAL OUTLYING BUSINESS, THE B 2 FOR THE FRINGE AROUND THE CENTRAL AREA AND THE B 2 C FOR THE CENTRAL BUSINESS ZONE. DWELLINGS ARE NOT PERMITTED IN THE CENTRAL ZONE HOWEVER THOSE ALREADY ESTABLISHED MAY CONTINUE AS NON-CONFORMING USES. IT IS INTENDED BY THIS PROVISION TO KEEP THE CENTRAL BUSINESS AREA FOR BUSINESS ONLY.

THREE TYPES OF INDUSTRIAL ZONES ARE ESTABLISHED. ON THE PRINCIPAL THAT INDUSTRIAL LAND REQUIRES THE SAME PROTECTION FROM INTRUSION THAT OTHER LAND USES REQUIRE, DWELLINGS MAY NOT BE BUILT IN INDUSTRIAL ZONES NOR MAY BUSINESS BUILDINGS BE BUILT IN THE M 2 OR M 3 ZONES.

CITY OF YPSILANTI ZONING MAP

SCALE 0 500 1000 FEET



BECAUSE BUSINESS AND INDUSTRY CANNOT BE SERVED ADEQUATELY BY NARROW STREETS, REGULATIONS REQUIRING 80 FEET BETWEEN BUILDINGS FACING ON A STREET ARE REQUIRED BY REQUIRING THAT EACH MUST BE SET BACK 40 FEET FROM THE CENTERLINE. SIX YARDS ARE REQUIRED IN INDUSTRIAL DISTRICTS IN SOME INSTANCES.

WITH THE LAND USE PATTERN ESTABLISHED AS SHOWN ON THE ZONING MAP AND WITH REGULATIONS REQUIRING THAT OFF STREET LOADING AND UNLOADING BE PROVIDED AND OFF STREET PARKING BE PROVIDED, STREETS AND PUBLIC SERVICES TO SERVE THIS PATTERN CAN BE PLANNED.

NEIGHBORHOOD AREAS

INDUSTRIAL AND BUSINESS ZONES ARE AREAS IN WHICH PEOPLE WORK BUT DO NOT LIVE. SOME OF THE TRAFFIC ROUTES LEADING TO AND FROM AND THROUGH THESE AREAS CARRY LARGE VOLUMES OF TRAFFIC MAKING PEDESTRIAN TRAVEL THROUGH AND ACROSS THEM HAZARDOUS AND DIFFICULT. THESE ZONES AND HIGHWAYS FORM THE BOUNDARIES OF NEIGHBORHOOD DISTRICTS IN WHICH THE SERVICES FOR MOST OF THE EVERYDAY NEEDS FOR LIVING CAN BE PROVIDED. SUCH AN AREA BEING THAT WHICH IS ENCOMPASSED BY A CIRCLE APPROXIMATELY A HALF MILE IN RADIUS WILL CONTAIN APPROXIMATELY 5000 POPULATION AND CORRESPONDS TO AN ELEMENTARY SCHOOL DISTRICT. ESTIMATED BELOW ARE THE PRESENT AND FUTURE POPULATIONS WITHIN THE SIX NEIGHBORHOOD DISTRICTS. IT WILL BE NOTED THAT IN ONLY ONE INSTANCE IS A COMPLETE NEIGHBORHOOD FOUND WITHIN THE CITY. NEIGHBORHOOD AND ELEMENTARY SCHOOL DISTRICTS EXTEND BEYOND THE LIMITS OF THE CITY AND EXCEPT FOR POLITICAL PURPOSES ARE AS MUCH OF THE CITY AS THAT PART WHICH LIES WHOLLY WITHIN.

AREA	ESTIMATED POP. WITHIN CITY		ESTIMATED POP. OUTSIDE CITY	TOTAL ESTIMATED POPULATION	ESTIMATED ELEMENTARY SCHOOL POP.
	PRESENT	FUTURE	FUTURE.		
1.	3600	3800	3100	6900	625 to 725
2.	5000	4500		4500	400 " 475
3.	500	1000	3000	4000	375 " 425
4.	3000	3500	2000	5500	500 " 575
5.	5000	6000	2100	8100	725 " 850
6.	900	600	3000	3600	325 " 375

BETWEEN 20 AND 25% OF THE TOTAL POPULATION IS REPRESENTED BY CHILDREN IN THE SCHOOL CENSUS. SEVENTY TO SEVENTY FIVE PERCENT OF THESE WILL BE PUBLIC SCHOOL STUDENTS AND OF THIS NUMBER APPROXIMATELY SIXTY PERCENT WILL BE ELEMENTARY STUDENTS, GRADES KINDERGARDEN THROUGH THE SIXTH.

TO PROVIDE FOR THIS EXPECTED ENROLLMENT, THE BOARD OF EDUCATION HAS EXISTING AND PLANNED FACILITIES AS TABULATED.

CITY OF YPSILANTI

PUBLIC EDUCATION & RECREATION MASTER PLAN

SCALE FOOT: 

NON RESIDENTIAL AREAS

NEIGHBORHOOD

LIMITS OF EXISTING
OR ACQUIRED AREASRECOMMENDED
EXTENSIONS

FREDRICK R. STORER. CONSULTING ENGINEER.
- DEARBORN - MICHIGAN -

PUBLIC EDUCATION FACILITIES.

PROSPECT ELEMENTARY SCHOOL	ON A SITE OF	1 3/4	ACRES
WOODRUFF	" " " "	1 1/2	"
HARRIET	" " " "	5 1/2	"
ESTABROOK	" " " "	20	"
CENTRAL HIGH AND "	" " " "	5 1/4	"
PROPOSED ELEMENTARY	AT WALLAGE & WARNER	3 1/4	"
" JR. HIGH AT CHARLES AND HELEN STREETS		2 1/4	"
" HIGH AND JR. HIGH WEST OF MANSFIELD	75 PLUS		"
* " ELEMENTARY SCHOOL NORTH OF CORNELL AND AINSLEY		29	" 12.3

* SITE ACQUIRED AFTER PREPARATION OF MAP.

RECOMMENDED STANDARDS NOW GENERALLY ACCEPTED REQUIRE; ELEMENTARY SCHOOL, 2 ACRES FOR BUILDING AND SETTING WITH A TOTAL OF 5 ACRES PLUS ONE ACRE FOR EACH 100 STUDENTS.

JR. HIGH SCHOOL, 3 ACRES FOR BUILDING AND SETTING WITH A TOTAL OF 15 ACRES PLUS ONE ACRE FOR EACH 100 STUDENTS.

HIGH SCHOOL, 5 ACRES FOR BUILDING AND SETTING WITH A TOTAL OF 30 ACRES PLUS ONE ACRE FOR EACH 100 STUDENTS.

STANDARDS ARE NOT ALWAYS OBTAINABLE HOWEVER THE SITES IN THE CITY REFLECT THE CROWDED CONDITIONS FOUND. FUTURE PLANS OF THE BOARD OF EDUCATION ARE TO ABANDON THE WOODRUFF SCHOOL. POPULATION IN ITS DISTRICT IS DECLINING DUE TO INCREASED COMMERCIAL AND INDUSTRIAL USES. IT IS ALSO PLANNED TO DIVIDE THE HIGH SCHOOL STUDENTS BETWEEN TWO SCHOOLS, ONE TO BE ON THE NEW SITE WEST OF MANSFIELD AND THE OTHER ON A SITE YET TO BE SELECTED EAST OF THE CITY. ELEMENTARY STUDENTS WILL BE RETAINED IN THE CENTRAL SCHOOL TOGETHER WITH SPECIALIZED EDUCATION.

BECAUSE EDUCATION AND RECREATION ARE CONCERNED WITH THE SAME PEOPLE EXCEPT FOR TIMES OF THE DAY AND DAYS OF THE YEAR, AND FUNDS FOR BOTH COME FROM THE SAME SOURCE, ONLY THEIR SPENDING BEING THROUGH DIFFERENT BUDGETS, MOST CITIES HAVE AND ARE PLANNING THE TWO FUNCTIONS TO USE THE SAME FACILITIES, WITH THE SCHOOL BUILDING PROVIDING AN AUDITORIUM GYMNASIUM FOR A COMMUNITY BUILDING AND THE PLAYGROUND SERVING AS THE NEIGHBORHOOD PLAYGROUND. THIS SAVES DUPLICATION.

RECREATION PLAN

COMBINING THE USE OF BOTH WHERE POSSIBLE, SHOULD BE DONE AND IS RECOMMENDED. FOR YEARS, PROSPECT PARK HAS BEEN USED AS THE PLAYGROUND FOR THE PROSPECT SCHOOL AND IT SHOULD CONTINUE. THE NEW JR. HIGH SCHOOL SITE EAST OF PROSPECT PARK IS NOT LARGE ENOUGH TO PROVIDE FOOTBALL AND BASEBALL WHICH ARE GENERALLY PROVIDED IN JR. HIGH ATHLETIC PROGRAMS. TO PROVIDE THEM IN PROSPECT PARK WOULD REQUIRE HALF OF THE AREA OF THIS PARK AND WOULD MEAN THAT THE SOFT BALL DIAMOND AND HALF OF THE PIGNIO AREA WOULD HAVE TO BE TRANSFERRED ELSEWHERE. WITH GRADING, THERE IS ROOM FOR A SOFTBALL DIAMOND IN GILBERT PARK, 1/8TH MILE SOUTHWEST. A LIMITED SPACE WOULD BE AVAILABLE FOR PIGNIO AREA ALSO. IF THE NEW JUNIOR HIGH

IS BUILT ON THIS SITE, THESE CHANGES SHOULD BE ANTICIPATED. CONSIDERATION OF SUBSTITUTING A LARGER SITE EAST OF THE CITY MIGHT BE ADVISABLE.

COMBINING THE RECREATIONAL FACILITIES OF RECREATION PARK WITH THE PROPOSED ELEMENTARY SCHOOL IN NEIGHBORHOOD NUMBER 4, WOULD MAKE THE SITE ENTIRELY ADEQUATE FOR ALL OUTDOOR ATHLETIC ACTIVITIES REQUIRED BY THE SCHOOL AND SHOULD IN NO WAY INTERFERE WITH THE FACILITIES NOW PROVIDED AND USED AT RECREATION PARK.

IN NEIGHBORHOOD NO. 3, A 6 3/4 ACRE PARK IS PLATTED IN THE BLOCK BOUNDED BY ROOSEVELT, COURTLAND, COLLEGEWOOD AND MANSFIELD STREETS WITH FRONTAGE ON ROOSEVELT. THIS SHOULD SERVE AS THE NEIGHBORHOOD PLAYGROUND FOR PART OF THIS AREA SOUTH OF THE ALMOST UNUSED TRACKS OF THE N.Y.C. BRANCH TO HILLSDALE. WITH THE NEW SITE JUST ACQUIRED BY THE BOARD OF EDUCATION WEST OF CORNELL AND NORTH OF AINSLEY STREETS PROVIDING SIMILAR FACILITIES FOR THE AREA NORTH OF THE N.Y.C. BRANCH, APPROXIMATELY 20 ACRES OF THE 29 WOULD NOT BE REQUIRED AND COULD BE RESOLD FOR PRIVATE DEVELOPMENT.

THE LARGE TRACT ACQUIRED BY THE BOARD OF EDUCATION BETWEEN PACKARD, MANSFIELD, CONGRESS AND HEWITT ROAD IS MORE LAND THAN WILL BE REQUIRED FOR THE THREE SCHOOLS PLANNED. LOCATING THE ATHLETIC FACILITIES ADJACENT TO EACH OTHER USING SOME FACILITIES IN CONNECTION WITH EACH OTHER, WOULD RESULT IN A SAVING OF SPACE RATHER THAN PROVIDING THEM ALL SEPARATELY. WITH 60 ACRES FOR THE SCHOOLS AND ATHLETIC AREAS AND WITH SUCH PART OF THE LAND WHICH IS LOW AND OF IRREGULAR TOPOGRAPHY LEFT AS A PARK AREA, APPROXIMATELY 40 ACRES COULD BE RESOLD FOR PRIVATE DEVELOPMENT INTO HOME SITES WHICH ARE URGENTLY NEEDED IN THIS AREA.

NEIGHBORHOOD UNIT NO. 5 HAS NO ADEQUATE PLAYGROUND. IT IS RECOMMENDED THAT AN ADDITIONAL 6 ACRES OF LAND NOW OWNED BY FEDERAL AUTHORITY BE ACQUIRED TO BE ADDED TO THE PRESENT 4 ACRES NOW OCCUPIED BY THE SCHOOL. THIS NEIGHBORHOOD WITH AN ESTIMATED POPULATION OF 5000, EXPECTED TO INCREASE TO 8000 MAKES THIS THE MOST URGENTLY NEEDED PLAYGROUND IN THE CITY.

THE E.S. GEORGE ELEMENTARY SCHOOL SERVES NEIGHBORHOOD NO. 6. ALL CHILDREN IN THE AREA WILL ATTEND THIS SCHOOL WHEN THE WOODRUFF SCHOOL IS DISCONTINUED. BECAUSE OF THE DISTANCE TO THIS SCHOOL FROM PARTS OF THE AREA IN THE CITY AND ITS DIVISION BY MAJOR STREETS, A SMALL PLAYGROUND SHOULD BE PROVIDED IN THE CITY PORTION. ONE IS RECOMMENDED BETWEEN GROVE AND PROSPECT STREETS OR, AS AN ALTERNATE, THE CENTER PORTION OF THE BLOCK BOUNDED BY PROSPECT, TOWNER, ARNET AND DAVIS STREETS. THIS AREA, BEING 4 LARGE LOTS SURROUNDED BY THE REAR YARDS OF LOTS FACING THE SURROUNDING STREETS IS APPROXIMATELY 250 FEET BY 650 FEET. IT HAS LITTLE OPPORTUNITY FOR A HIGHER TYPE OF USE BECAUSE OF INSUFFICIENT SIZE WHEN ACCESS IS PROVIDED. USED AS A PLAYGROUND, ONE ENTRANCE 20 FEET WIDE FOR MAINTENANCE EQUIPMENT AND TWO OTHERS 10 FEET WIDE WILL NOT DETRACT FROM THE DWELLINGS ON THE BOUNDARY STREETS.

NEIGHBORHOOD NO. 2 INCLUDES THE HIGHEST DENSITY OF LAND USE AND POPULATION IN THE CITY. IT IS RECOMMENDED THAT RIVERSIDE PARK BE EXTENDED AS LAND WOULD NORMALLY CHANGE OCCUPANCY OR OWNERSHIP, FROM CROSS STREET TO THE LIBRARY OPPOSITE WASHTENAW. THIS WOULD PROVIDE A 17 ACRE CIVIC CENTER PARK PROVIDING A PROPER SETTING FOR NEW MUNICIPAL BUILDINGS WHEN REPLACEMENT IS POSSIBLE. WITH NO MORE THAN SWINGS, SLIDES AND A SMALL SPACE FOR PRE-SCHOOL CHILDRENS PLAY AND WITH OPEN LAWNS FOR

INFORMAL PLAY IN THIS AREA, IT IS MORE PRACTICAL FOR ATHLETIC ACTIVITIES TO BE DIVIDED BETWEEN ISLAND FIELD AND RECREATION FIELD BY THOSE NEAREST EITHER, RATHER THAN TO TRY TO PROVIDE A NEW AREA.

IN MANY RESPECTS ALL PLAYGROUNDS SHOULD PROVIDE THE SAME FACILITIES. SOFT BALL SHOULD BE PROVIDED IN ALL. BASEBALL SHOULD BE ADDED TO PROSPECT PARK AND IN NEIGHBORHOODS 3 AND 5. PAVED AREAS FOR USE IN BASKET BALL, VOLLEY BALL, SHUFFLEBOARD, SKATING AND DANCING ARE GENERALLY INCLUDED IN ALL PLAYGROUNDS. JOINT MAINTENANCE BY THE BOARD OF EDUCATION AND THE RECREATION DEPARTMENT OF THE CITY IS RECOMMENDED IN AREAS SHARED WITH SCHOOLS. SINCE NEIGHBORHOOD, SCHOOL AND CITY BOUNDARIES ARE NOT COINCIDENT, FUTURE ACTION SHOULD BE TO ACCOMPLISH THAT END. ACT 36 OF THE PUBLIC ACTS OF MICHIGAN FOR 1947 OFFERS OPPORTUNITY FOR ANNEXATION OF THE LAND NOW OWNED BY THE BOARD OF EDUCATION OUTSIDE OF THE CITY BY APPROVAL OF THE CITY COUNCIL AND TOWNSHIP BOARD ON PETITION OF THE BOARD OF EDUCATION.

T R A F F I C W A Y S

TRAFFIC FLOW IS THE RESULT OF PEOPLE AND GOODS BEING MOVED FROM ONE PLACE TO ANOTHER. THE AMOUNT IS DETERMINED BY THE AMOUNT OF VEHICLES REQUIRED TO PROVIDE THIS TRANSPORTATION. THESE VOLUMES HAVE, EXCEPT FOR THE WAR YEARS, INCREASED ANNUALLY. COMMERCIAL TRAFFIC HAS INCREASED SO THAT MORE THAN HALF OF THE PRODUCTS IN THE STATE ARE SHIPPED BY TRUCK. THIS INCLUDES PRODUCTS FROM SALT, OIL AND CEMENT, TO GROCERIES, FRUITS AND VEGETABLES. THE FORD MOTOR COMPANY PLANT AND THE KAISER FRASER PLANT ARE EXAMPLES OF INDUSTRIES DEPENDING ALMOST ENTIRELY ON THE MOTOR CARRIER. IN ADDITION, RECREATIONAL TRAVEL HAS INCREASED EVERY YEAR AND THE USE OF THE AUTOMOBILE HAS BECOME ALMOST A NECESSITY FOR SHOPPING TRIPS WITH SHOPPING BEING DONE IN SUPER MARKETS. TRAVEL ON MICHIGAN AVENUE IS AS GREAT AS BEFORE THE EXPRESSWAY WAS CONSTRUCTED AND PROVIDED AN ALTERNATE ROUTE FOR 5000 VEHICLES THAT USE IT DAILY. THE CITY LIES BETWEEN THE DETROIT METROPOLITAN AREA AND ANN ARBOR, JACKSON AND RECREATIONAL AREAS WEST OF THE CITY. TRAVEL WILL CONTINUE TO BE HIGH IN THIS EAST-WEST DIRECTION AND VISA VERSA.

THE CITY DOES NOT LIE IN THE PATH OF VEHICLES TRAVELING FROM POPULATION CONCENTRATIONS NORTH OR SOUTH AND IT IS NOT EXPECTED THAT THE TRAFFIC WILL BE AUGMENTED BY THROUGH TRAVEL NOR BY LARGE NUMBERS COMING INTO AND LEAVING THE CITY BY NORTH-SOUTH ROUTES. OF THE 22,000 OR MORE VEHICLES USING MICHIGAN AVENUE, MANY OF THEM ARE THOSE COMING INTO THE CITY AND RETURNING THE SAME ROUTE. HOWEVER WITH 1400 CAR PARKING AREAS IN THE CENTRAL PORTION BEING OCCUPIED PERHAPS THREE OR FOUR TIMES EACH DAY, INDICATIONS ARE THAT MOST OF THE VEHICLES PASS THROUGH THE DISTRICT. THE CENTRAL BUSINESS DISTRICT AND MANUFACTURING AREAS WILL BE THE FOCAL POINT FOR MOST OF THE TRAFFIC VOLUMES. NORTH AND SOUTH ROUTES TO REACH THESE PLACES ARE SHORT IN DISTANCE AND NUMEROUS. THE EAST-WEST ROUTES ARE LONGER AND REPRESENTED PRIMARILY BY FOREST, CROSS AND MICHIGAN AVENUE WITH THE LATER TAKING MORE THAN ALL OTHER ROUTES COMBINED.

TO PROVIDE A ROUTE FOR THOSE GOING TO AND FROM THE FORD MOTOR COMPANY AND THE KAISER FRASER AND THE HOMES WEST OF THEM AND OF THE CITY IT IS RECOMMENDED THAT THE MAUS, FACTORY, SPRING, HARRIET ROUTE BE MADE BETTER IN ALIGNMENT AND WIDTH. ITS CONNECTION WITH A

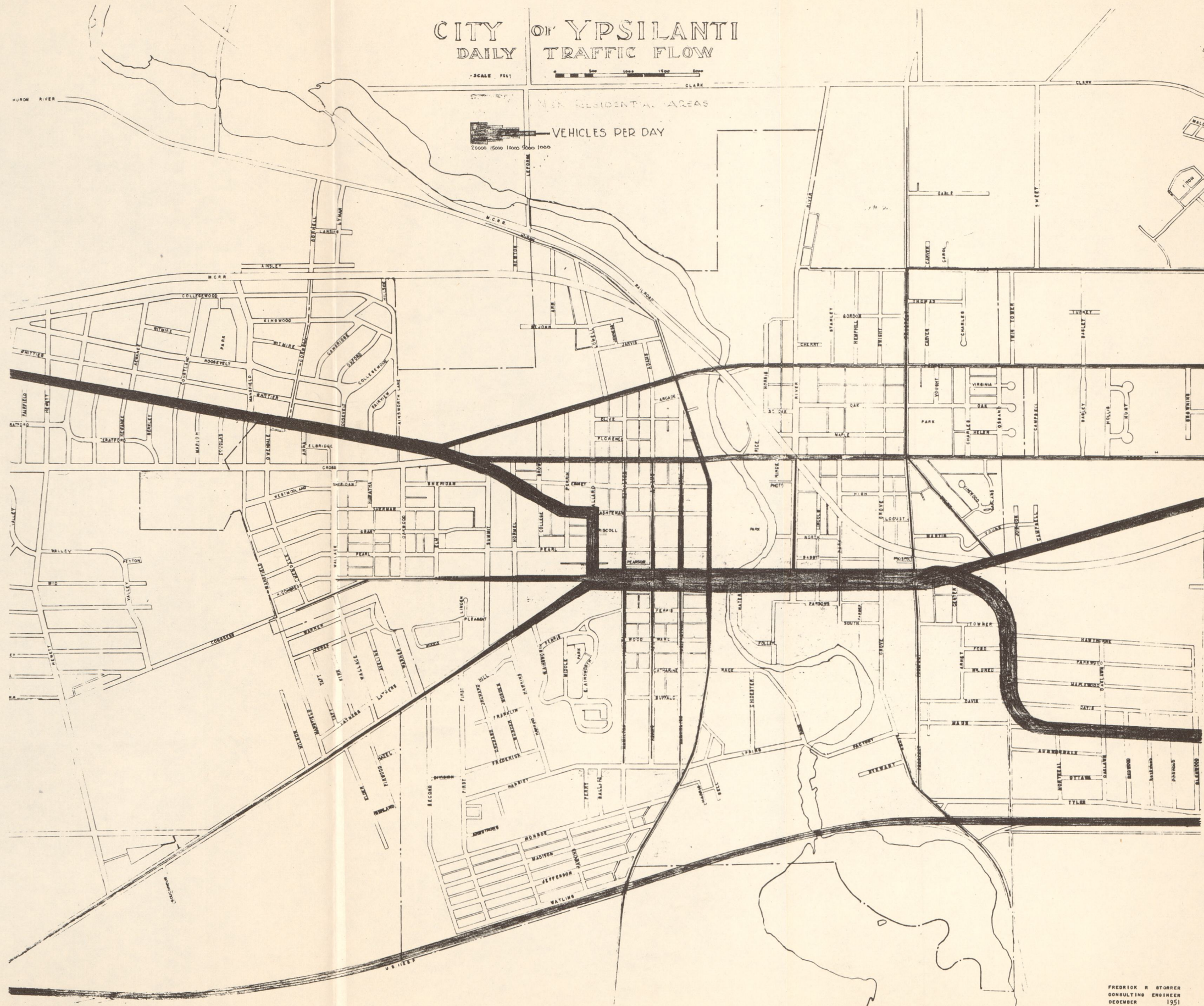
CITY OF YPSILANTI DAILY TRAFFIC FLOW

SCALE FEET

CLARK

VEHICLES PER DAY

20000 15000 10000 5000 1000



SECONDARY THOROUGHFARE PROPOSED ABOUT $\frac{1}{4}$ MILE WEST OF THE CITY RUNNING NORTH AND SOUTH, WILL PROVIDE A ROUTE OF TRAVEL ENTIRELY OUTSIDE OF THE CONGESTED CENTRAL AREA. BETTER CONNECTIONS WITH THE EXPRESSWAY SHOULD BE PROVIDED AT GROVE STREET TO ENABLE TRUCK TRAFFIC TO USE THIS HIGHWAY TO REACH THE FORD MOTOR COMPANY AND THE INDUSTRIAL AREA SOUTH OF MICHIGAN AVENUE AND WEST OF GROVE. FOR OTHER EAST-WEST TRAFFIC, THE EXTENSION OF HOLMES ROAD FROM THE EASTERN COUNTY LINE TO CONNECT WITH THE PROPOSED HURON-CLINTON-METROPOLITAN PARKWAY AUTHORITY ROUTE WEST OF RIVER STREET IS RECOMMENDED.

THERE IS GENERAL AGREEMENT ON THE LOCATION OF THE PARKWAY OUTSIDE OF THE CITY BY THOSE RESPONSIBLE FOR ITS LOCATION. ITS EASTERN ENTRANCE WOULD BE AT GROVE ROAD AND THE EXPRESSWAY, ITS WESTERN ENTRANCE WOULD BE NORTH OF THE HURON RIVER AND AT SOME POINT WEST OF RIVER STREET. DIFFERENT ROUTES HAVE BEEN SUGGESTED THROUGH THE CITY ONE OF WHICH WOULD TURN THE PARKWAY ONTO THE EXPRESSWAY AT GROVE ROAD USING THE EXPRESSWAY TO A POINT WEST OF THE HURON RIVER AT WHICH POINT IT WOULD TURN NORTH. IT WOULD THEN FOLLOW THE SHORTEST ROUTE THROUGH THE LOW LAND TO A POINT NORTH OF FOREST WHERE IT WOULD CROSS TO THE NORTH SIDE OF THE RIVER AND MAKE CONNECTION WITH THE ROUTE GENERALLY AGREED UPON. THIS ROUTE WOULD INTRODUCE A DIFFERENT TYPE OF TRAFFIC THAN THE EXPRESSWAY WAS DESIGNED FOR AND WOULD REQUIRE AN ADDITIONAL ENTRANCE AND EXIT WEST OF THE RIVER. THE ROUTE WOULD REQUIRE ALL NEW RIGHT OF WAY NORTH OF THE EXPRESSWAY AND INVOLVE DIFFICULT CONSTRUCTION NEAR AND NORTH OF MICHIGAN AVE. AN ADDITIONAL RIVER BRIDGE WOULD BE REQUIRED NORTH OF FOREST AND IT IS BELIEVED THAT THE EXPENSE INVOLVED IN THIS ROUTE IS TOO GREAT TO INCLUDE IN PRESENT PLANNING. A SECOND ROUTE SUGGESTED WOULD CONTINUE THE PARKWAY INTO THE CITY FROM THE SOUTHEAST ON THE GENERAL ALIGNMENT AS IT PASSES OVER THE EXPRESSWAY ON GROVE ROAD TILL IT CROSSED THE RIVER ONTO THE LAND OCCUPIED BY THE WELLS AND PUMPING STATION OF THE WATER DEPARTMENT, WHERE IT WOULD TURN NORTH TO ENTER RIVER STREET SOUTH OF MICHIGAN AVENUE. IT WOULD THEN CONTINUE ON RIVER STREET TO HOLMES ROAD TURNING WEST AT THIS POINT TO CONNECT TO THE PROJECTED ROUTE WESTERLY. THIS ROUTE WOULD REQUIRE NEW RIGHT OF WAY, A DIFFICULT AND EXPENSIVE SEPARATION OF GRADE AT CROSS STREET AND THE N.Y. CENTRAL RAILROAD AND BRING THE TRAFFIC INTO THE CONGESTED AREA. THE EXPENSE REQUIRED IS GREATER THAN CAN BE PLANNED FOR THE NEAR FUTURE.

THE THIRD ROUTE WHICH IS RECOMMENDED FOLLOWS PROSPECT AVENUE TO HOLMES ROAD TURNING WEST AT THIS POINT TO CONNECT TO THE PROPOSED LOCATION NORTH OF THE HURON RIVER. THE PRESENT RIGHT OF WAY FOR PROSPECT STREET IS 66 FEET AND WOULD REQUIRE WIDENING, A PART ON EACH SIDE. NO BUILDINGS WOULD BE EFFECTED.

FOUR TYPES OF TRAFFIC WAYS ARE RECOMMENDED IN THE PLAN. A MAJOR SIX LANE THOROUGHFARE HAVING A RIGHT OF WAY OF 100 FEET IN WIDTH AND PROVIDING A TRAVELED WAY OF 72 FEET WIDTH BETWEEN CURBS WILL PROVIDE THREE LANES OF TRAFFIC IN EACH DIRECTION WITH NO CURB PARKING. PARKING COULD BE PROVIDED DURING THE HOURS OF OFF PEAK TRAVEL. MICHIGAN AVENUE FROM BALLARD TO GROVE HAS SUFFICIENT WIDTH OF RIGHT OF WAY AND TRAVEL SURFACE TO MEET THIS STANDARD NOW.

A MAJOR FOUR LANE THOROUGHFARE WOULD REQUIRE A RIGHT OF WAY OF 80 FEET. TWO LANES OF TRAVEL IN EACH DIRECTION PLUS PARKING REQUIREMENTS ON EACH SIDE WOULD REQUIRE 58 FEET OF ROADWAY SURFACING.

CITY OF YPSILANTI

MASTER PLAN - TRAFFICWAYS.

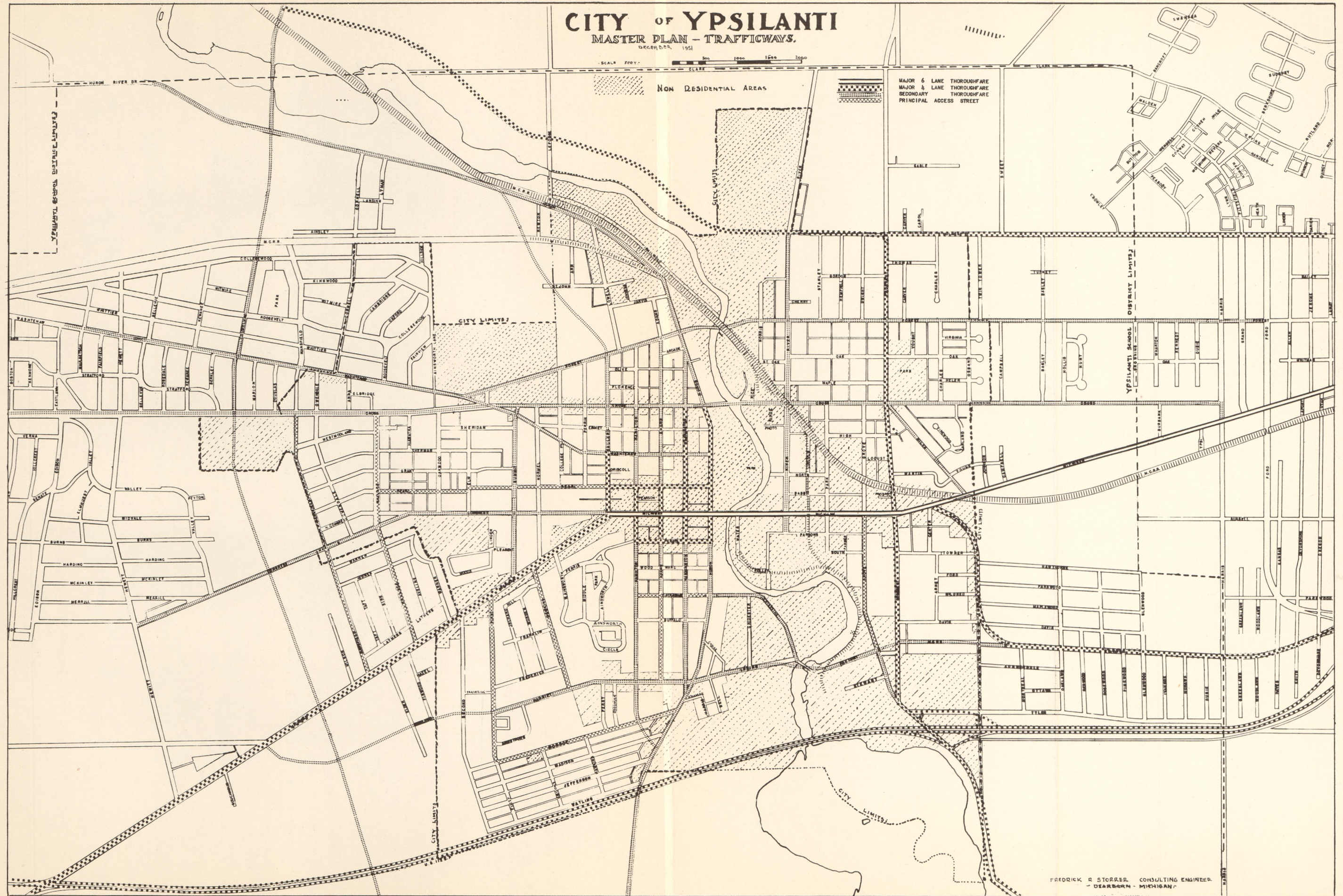
DECEMBER, 1951

SCALE: FEET

0 500 1000 1500 2000

NON RESIDENTIAL AREAS

MAJOR 6 LANE THOROUGHFARE
MAJOR 4 LANE THOROUGHFARE
SECONDARY THOROUGHFARE
PRINCIPAL ACCESS STREET



FREDRICK R. STORER, CONSULTING ENGINEER.
- DEARBORN - MICHIGAN -

SECONDARY THOROUGHFARES REQUIRE A MINIMUM RIGHT OF WAY OF 66 FEET, THE WIDTH OF MOST STREETS IN THE CENTRAL AREA. THE WIDTH BETWEEN CURBS IS RECOMMENDED AT 42 AND 36 FEET, THE FIRST FOR COMMERCIAL AREAS AND WHERE COMMERCIAL TRAFFIC IS A MAJOR CONSIDERATION, THE SECOND IN RESIDENTIAL AREAS OR WHERE COMMERCIAL TRAFFIC WOULD NOT USE THE ROUTE. THESE WIDTHS WILL PROVIDE FOR TWO LANES OF TRAFFIC, ONE EACH WAY AND PARKING ON EACH SIDE. PRINCIPAL ACCESS STREETS ARE RECOMMENDED PROVIDING 30 FEET BETWEEN CURBS ON A 60 FOOT RIGHT OF WAY.

STANDARDS ARE INTENDED TO SET MINIMUM REQUIREMENTS FOR AVERAGE CONDITIONS. NEW RIGHTS OF WAY THROUGH UNDEVELOPED LAND SHOULD BE OBTAINED OF GREATER WIDTHS, 100 FEET FOR A FOUR LANE THOROUGHFARE AND 80 FEET FOR A SECONDARY. THE RIGHTS OF WAY OF 80 AND 66 FEET FOR AREAS NOW BUILT UP ARE A PRACTICAL MINIMUM AND CAN BE ASSURED BY ZONING REGULATIONS. OTHER MODIFICATIONS CAN BE MADE FOR SPECIAL CONDITIONS. FOR TWO LANES IN EACH DIRECTION, 48 FEET BETWEEN CURBS IS SATISFACTORY WHERE PARKING WOULD NOT BE REQUIRED.

CAPACITIES OF STREETS VARY WITH CONDITIONS ENCOUNTERED. ONE SINGLE LANE OF TRAFFIC WILL PROVIDE FOR 1500 VEHICLES PER HOUR WHEN THERE IS NO INTERFERENCE WITH THIS TRAVEL. HOWEVER, WHEN THIS REACHES THE CONGESTED AREA WITH REDUCED SPEED LIMITS AND INCREASED COMMERCIAL TRAFFIC, PARKING, LEFT TURNS AND INTERSECTIONS SIGNALIZED, ITS CAPACITY IS REDUCED TWO THIRDS. PEAK HOUR TRAFFIC GENERALLY ACCOUNTS FOR 10% OF THE TOTAL IN 24 HOURS. A PEAK OCCURRING SIX DAYS A WEEK SHOULD BE PROVIDED FOR. A TWO LANE SECONDARY THOROUGHFARE WILL PROVIDE FOR 2050 VEHICLES PER HOUR IN OUTLYING DISTRICTS WHERE INTERFERENCE IS LIGHT, NO SIGNALIZATION REQUIRED OR LEFT TURNS PERMITTED. THE SAME STREET HAS ITS CAPACITY REDUCED TO 1250 VEHICLES PER HOUR IN THE CONGESTED AREA WHERE INTERFERENCE IS GREATER. SIGNALS AT INTERSECTIONS MAY REDUCE THIS AN ADDITIONAL THIRD. CHANGING A STREET TO A ONE WAY STREET WILL INCREASE ITS CAPACITY TO 1600 OR 25% NOR DO LEFT TURNS MEASURABLY REDUCE THIS NUMBER. HURON AND ADAMS STREETS ARE NOW ONE WAY STREETS NORTH AND SOUTH RESPECTIVELY AND CHANGING PEARL AND FERRIS BETWEEN HURON AND BALLARD TO ONE WAY WEST AND EAST RESPECTIVELY WILL BE MEASURES REQUIRED.

IT IS RECOMMENDED THAT BALLARD STREET BE EXTENDED NORTH OF FOREST AVENUE TO CONNECT WITH HURON RIVER ROAD. WITH THREE EXCEPTIONS, THIS ROUTE WILL REQUIRE ONLY UNUSED VACANT LAND. CROSSING OF THE N.Y.C. BRANCH RAILROAD IS NOT REGARDED AS A OBSTACLE SINCE VERY LIMITED USE OF THEM IS MADE AT THIS POINT. IT IS ALSO RECOMMENDED THAT HAMILTON BE EXTENDED SOUTHERLY TO CONNECT WITH HURON STREET PROVIDING AN ADDITIONAL NORTH SOUTH ROUTE.

ADDITIONAL GRADE SEPARATIONS BETWEEN HIGHWAY AND RAIL ARE NOT RECOMMENDED EXCEPT ON PROSPECT TO ACCOMMODATE THE PARKWAY ROUTE. CONSIDERATION HAS BEEN GIVEN TO THE INTERSECTION OF CROSS AND ROVER STREETS WHICH IS OFTEN BLOCKED BY RAILROAD TRAFFIC. ELIMINATION OF THIS INCONVENIENCE WOULD INVOLVE A FAR GREATER EXPENSE THAN CAN BE JUSTIFIED BY THE VOLUME OF TRAFFIC USING THESE STREETS.

PUBLIC SERVICES.

CHANGES AND ADDITIONS TO PUBLIC SERVICES ARE NECESSARY TO KEEP THEM ADEQUATE FOR THE INCREASED USE MADE OF THEM. SELDOM ARE THEY BUILT TO PROVIDE FOR ALL FUTURE GROWTH IN THE FIRST INSTANCE.

OBsolescence is also a factor. Most of the changes and improvements needed have been known to the municipal administration for some time and plans for many have already been prepared. Their scheduling has been dependent on financing.

The police headquarters is inadequate and obsolete. Plans for an addition to the City Hall have been made to house this department and construction scheduled in the near future. New buildings are needed at the Department of Public Works yard to house equipment and operations. This yard is well located and of sufficient size and it is planned to add building space in progressive steps as funds are available. The fire station at Cross and Washington is of sufficient size to house all needed equipment and well located to serve the entire city. No changes or additions are needed.

The City Hall and Library are both old buildings although they are in good condition and the City Hall having recently been renovated. Civic pride will demand their replacement in a limited number of years however land acquisition for the Civic Center is of greater immediate importance. The municipal market north of the present police building no longer fills a need as in previous days. The public interest would be better served by converting this space into additional space for automobile parking.

The office building occupied by building inspection and part of the Engineering Department should be abandoned in the interest of better service, administration and less expense of operation. The services rendered here should be removed from the congested business district. This has been previously proposed however necessary authorization by the electors was not given.

The General Hospital is now leased to the Peoples Community Hospital Authority and no expense of operation is incurred by the city.

Water supply and distribution mains are not entirely satisfactory. The limited amount of water in the present well field has been sufficient in the past. Its present capacity has now been equaled by peak demand and extensions to areas in the township which about the city will place additional demands on the supply as well as increased industrial expansion. A temporary increase in supply has been obtained from the township system however long range plans should include a supply at less cost. Exploration of underground water has disclosed that a relatively extensive underground vein east of the city can yield satisfactory amounts. Possible use of water from the Huron River should not be entirely excluded from long range plans. The distribution system requires replacement of approximately 10,000 feet of laterals too small for satisfactory service. Gradual replacement has been scheduled by the municipal administration, part of which have already been replaced. The feeder mains are not complete and a loop of large main is necessary near the south and west boundaries of the city. Part of this loop has been constructed in the past three years and additional construction is dependent on water revenues. The storage tank on Cross street at Normal street requires replacement with one of larger capacity and the administration is planning its replacement at a different location in the western part of the city.

Plans for additional treatment of sewage have been made. With the limits of population within the city nearly reached, no

URGENCY FOR EXPANSION EXISTED, HOWEVER WITH EXTENSIONS POSSIBLE OUTSIDE THE CITY, THIS SHOULD BE PROGRAMMED. SANITARY SEWERS NOW SERVE PRACTICALLY ALL LOTS IN THE CITY AND NO EXTENSIONS ARE REQUIRED. THE MAIN STORM WATER SEWER SYSTEM IS ALSO ADEQUATE AND NO EXTENSIONS ARE NEEDED.

ADDITIONAL PARKING SPACE FOR THE CENTRAL BUSINESS AREA IS NEEDED IN ORDER THAT IT WILL REMAIN A CONVENIENT AND DESIREABLE BUSINESS CENTER. PARKING METER REVENUES ARE PLEDGED FOR THAT PURPOSE. THE RECENTLY INCREASED GASOLINE TAX HAS NEARLY DOUBLED REVENUES TO CITIES FOR HIGHWAY PURPOSES, AND HIGHWAY IMPROVEMENTS, SHOULD BE MORE EASILY OBTAINED THAN IN THE PAST. NOR IS THE OBLIGATION FOR ALL HIGHWAYS ENTIRELY THE OBLIGATION OF THE CITY, THE HURON-CLINTON PARKWAY AUTHORITY SHOULD PARTICIPATE IN THE COST OF THE PARKWAY THROUGH THE CITY.

PLANNING MUST BE PRACTICAL IF BENEFITS ARE TO BE DERIVED. IF NOT KEPT WITHIN THE MEANS OF THE CITY, ITS EFFECTIVENESS BECOMES LOST IN DEBATE, AND NOTHING BECOMES ACCOMPLISHED. PROGRESS SHOULD BE THE RESULT OF PLANNING AND MEASURES SHOULD BE TAKEN TO OBTAIN IT. NONE OF THE RECOMMENDATIONS HEREIN ARE BEYOND A FINANCIAL PROGRAM OF WHICH THE CITY IS CAPABLE. LAND FOR THE IMPROVEMENT IS THE FIRST ESSENTIAL AND SHOULD BE OBTAINED BEFORE IT HAS BEEN PUT TO ANOTHER USE, CONSTRUCTION CAN FOLLOW. A LOW AND STABLE TAX RATE DOES NOT PROVIDE EXTENSIVE FUNDS FOR IMPROVEMENT AND THEREFORE CAREFUL SCHEDULING IS NECESSARY.

MARCH 1952.